

REMARKS

Receipt of the Office Action of March 22, 2005 is gratefully acknowledged.

Claims 10-18 were presented for examination. These were examined and rejected and follows: claims 10-15, 17 and 18 as anticipated under 35 U.S.C. 102(b) by Adams; claims 10-12 as anticipated under 35 U.S.C. 102(b) by Shimada et al.; and claim 16 as unpatentable under 35 U.S.C. 103(a) over Adams.

These rejections are respectfully traversed.

According to the present invention, a single throttle is employed on the low pressure side of the sensor only. The high pressure side of the sensor does not have a throttle. A throttle on the high pressure side of the sensor would be detrimental to the dynamic behaviour of the differential pressure sensor with respect to pressure changes on the high pressure side. Thus, if a single throttle is used, it should be placed on the low pressure side of the sensor. The single throttle protects the measuring element against pressure surges from the high pressure side by means of a hydraulic cushion between the measuring element and the throttle on the low pressure side.

Neither Adams nor Shimada et al disclose or suggest a sensor with a single throttle on the low pressure side of the sensor. The examiner notes that Adams has a damper 50. But Adams also has a damper 48. Adams does not give any hint that the damper 48 can be removed. In Shimada et al the throttle is on the high pressure side and not on the low pressure side. There is no throttle on the low pressure side, and no hint that one should be placed on the low pressure side to the exclusion of the high pressure side. Accordingly, neither Adams nor Shimada et al can anticipate the present invention as now claimed. Claim 10 has been amended to make it clear that the throttle is located only on the low pressure side of the sensor.

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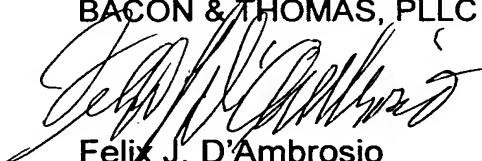
as to 35 USC 103, it is respectfully submitted that neither Adams nor Shimada et al, each alone or in combination can render claims 10 - 18 unpatentable because, again, there is no teaching in either reference of the single throttle feature on the low pressure side. A throttle on the high pressure side is, as noted above, detrimental so that any teaching of a single throttle on the high pressure side is of no consequence on the issue of patentability.

In view of the foregoing, reconsideration and re-examination are respectfully requested and claims 10 - 18, as now amended, found allowable.

If after consideration of this Response, the examiner believes that issues still remain, he is invited to contact the undersigned at the number noted below to attempt a resolution of these issues so that the prosecution of this application can be expedited.

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Respectfully submitted,
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